



## Mails

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

TACOMA..... | Tuesday December 11  
SEATTLE..... | Tuesday Jan. 1/95  
Victoria..... | Tuesday Jan. 22/95  
TACOMA..... | Tuesday Feb. 26/95  
SEATTLE..... | Tuesday March 19/95  
Victoria..... | Tuesday April 9/95

The Steamship *TACOMA*, Captain V. Price, sailing at Noon, on TUESDAY, the 14th December, will proceed to VICTORIA, B.C., and *TACOMA* via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 6 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, GARRELL & CO., Agents.

Hongkong, November 7, 1894. 1792

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Belgic* (via Nagasaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, Dec. 19, at daylight.

*Oceanic* (via Nagasaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, Jan. 9, 1895, at daylight.

*Georgic* (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... SATURDAY, Jan. 26, 1895, at daylight.

*Honolulu*..... 1895, at daylight.

THE Steamship *BELGIC* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, 19th December, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcels (packages) should be marked to address in full; and same will be received at the Company's Office until 6 p.m. the day previous to sailing.

Passenger invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight of Passage, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM, Acting Agent.

Hongkong, November 21, 1894. 1894



## Mails

NOTICE  
COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOT POSTE FRANCAIS.

STREAM FOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDEJOREH, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX; ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 12th December, 1894, at Noon, the Company's S.S. *CALEDONIAN*, Commandant FLANDIN, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal place of Europe.

Shipping Orders will be granted at Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 11th December, 1894. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, November 23, 1894. 1894

To-day's Advertisements.

HARMSTON'S GRAND CIRCUS

AND ROYAL MENAGERIE OF WILD ANIMALS.

TO-NIGHT! TO-NIGHT!

A GREAT PROGRAMME.

GRAND COMPLIMENTARY BENEFIT

Tendered by THE HARMSTONS to their

POPULAR MANAGER

ROBERT LOVE.

A GREAT PROGRAMME, INCLUDING

'GOOD DAY BOSS.'

Also,

A WELL-KNOWN LOCAL GENTLEMAN

WILL ENTER

THE TIGER'S DEN

IN COMPANY WITH SIG. LEO. HERNANDEZ.

NEW & ENTERTAINING NOVELTIES WITH EDISON'S PHONOGRAPH.

TO-MORROW (SATURDAY),

2 SHOWS

Commencing at 3 p.m. and 9 o'clock.

LOOK OUT! LOOK OUT!

FOR THE GREAT MILITARY SPECTACLE—

CHINA AND JAPAN WAR:

100 Men and Horses will be engaged in the

PRODUCTION of this SPECTACLE.

BOX PLAN AT KELLY & WALSH'S.

ROBERT LOVE, Manager.

Hongkong, December 7, 1894. 1894

TO LET.

NO. 2, PEDDER'S STREET, next to the

GENERAL POST OFFICE.

Apply to

G. C. ANDERSON.

Hongkong, December 7, 1894. 1894

TO LET.

NO. 7, SEYMOUR TERRACE,

N. GODOWNS IN WANCHAI, at the

back of MCGREGOR'S BARRACKS.

OFFICES TO LET.

1ST FLOOR adjoining the Undersigned

Offices in 103 HOUSE STREET, suitable for

BROKERS and MERCHANTS.

Apply to

DAVID SASSOON, SONS & CO.

Hongkong, December 7, 1894. 1894

STEAM FOR

STRATE, CEYLON, AUSTRALIA,

INDIA, AFRICA, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *SIAM*, Captain G. K. WAUGH, R.N.R., carrying Her

Majesty's Mails, will be despatched from

this for BOMBAY, on THURSDAY, the

20th December, at Noon.

All Cargo for Marseilles, London, &c.,

will be transhipped at Colombo into a steamer proceeding direct to those ports.

Parcels will be received at this Office

until 4 p.m. on the day before sailing. The

contents and value of all packages are

required.

Shippers are particularly requested to

note the terms and conditions of the Com-

pany's Bills of Lading.

For further particulars, apply to

H. H. JOSEPH,

Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, December 6, 1894. 1894

WASHING BOOKS

(In English, French, Chinese.)

WASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office—Price 4s. each.

China Mail Office.

Dakin, Cruickshank & Co.,

Ilford Dry Plates,

POPULAR PRICES,

4 pl. in the

CHEAP AND RELIABLE.

Sensitized Albuminized

PAPER,

4 pl. in the

POSTAGE.

Dakin, Cruickshank & Co.,

Victoria Dispensary,

Hongkong.

1894

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H.M. steam transport *Jumna* left for Home this afternoon. The *Jumna* took home Captain Cass, Lieutenant Jordan, and drafts of time-expired men of the Shropshire Light Infantry; and a battery of the Royal Artillery proceeded in her to Malta.

The officers and crew of the American ship *Mary L. Stone* arrived home by the steamer *Hailong* to-day. Their vessel was stranded on Steep Island, off the North Coast of Formosa, on the 24th November. The *Mary L. Stone* left New York on the 7th of July loaded with kerosene for Shanghai, and had nearly reached her destination when she was lost. No lives were lost, the crew managing to reach Keelung in safety, but the ship itself is said to be a total loss. It is expected, however, that part of her cargo will be salvaged, operations for that purpose having already been undertaken. News of the stranding of the vessel was wired direct to New York, and sent on thence to Shanghai.

We have received a copy of an Aberdeen paper containing an obituary notice of the Rev. Monsignor Stopani, one of the most prominent Roman Catholic clergymen in the North of Scotland. The deceased clergymen was the brother of Mr. Stopani, of the Hongkong and Whampoa Dock Company. With the exception of the notable Priest Gordon, no Roman Catholic clergymen of recent years was better known or more popular with the people of Aberdeen than Monsignor Stopani. It was mainly through his efforts that the magnificient Cathedral of St. Mary's was completed, and in many other ways he was successful in consolidating the work of his church in the city of Aberdeen and the surrounding country. For sixteen years he occupied a seat on the School Board, and on retiring two years ago received the thanks of his colleagues for the valuable assistance he had given in the conduct of educational affairs in his native city. From the notice before us we learn that William Stopani was born in 1830, and when only thirteen years of age commenced his college course of ecclesiastical studies at St. Mary's College, Blair, near Aberdeen. Having completed his course at Blair, Mr. Stopani left Scotland on 1st May, 1874, proceeding to Valladolid to prosecute his studies in the College of San Ambrosio. In the fair city of Polenica he was ordained priest on 30th May, 1874. Returning to Scotland in June of the same year, he entered on his ministry at Prescote, Banffshire, where, during his short ministry, he greatly endeared himself to the Roman Catholic community of the district. He remained at Prescote but a few months, as in September of the same year he was transferred to Aberdeen to labour as priest. In Aberdeen he has remained ever since. As we have said, he laboured hard and earnestly on behalf of the church, and this work was recognised by the Vatican. In 1884, on the establishment of Duncans in Scotland, Mr. Stopani was appointed Dean of St. Mary, which comprised the oversight of the Roman Catholic communities in Aberdeen, Aboyne, Blair, Braemar, Closs, Fettercairn, Glengairn, Inverbervie, Kirkwall, Peterhead, Stonehaven, Strichen, and Woodsdale. Three years later, in February, 1887, he was appointed a Vicar-General, in virtue of which appointment he was entitled to discharge the duties similar to those of Bishop in the Diocese. As a matter of fact, he had on two separate occasions—melancholy occasions for the Roman Catholic Church—had that duty laid upon him. The first was on the occasion of the death of Bishop John Macdonald, and the other on the death—only a very short time afterwards—of Bishop Grant, the immediate predecessor of the present Bishop. Some four years ago Dean Stopani received an additional honour, at the hands of the Pope in having conferred upon him the dignity of Domestic Prelate, which placed him in a rank inferior only to that of Bishop. This promotion carried with it the right to the title of Monsignor. Still later, on the Chapter of the Canons being established in the Diocese, Monsignor Stopani was chosen by the Bishop to be one of the number; and in January of the present year, Monsignor Stopani was chosen by the Pope to hold the dignified and important office of Procurator of the Chapter.

Speaking of the habit of writing on the margins of books, Mr. Andrew Lang says:—“Collectors love a clean book, but books scrawled on may have other merits. The wretched scribblers cutstices add a delight to his old school-books; the comments of old school-boys, the drawings of the girls, are always to the purpose; but how few books once owned by great authors come into the general market. Where is Dr. Johnson's Library, which must bear traces of his battered tomes? Sir Mark Sykes used to record the date and place of purchase, with the price—an excellent habit. These things are more personal than the bookplates, which may be and are detached by collectors and pasted into volumes. The selling value of a book may be lowered even by a written owner's name, but many a book, otherwise worthless, is redeemed by an interesting note. Even the uninteresting notes gradually acquire an antiquarian value, if contemporary with the author. They represent the mind of a dead age, and perhaps the common scribbler is not aware of this; otherwise he is indeed without excuse. For the great owners of the past, certainly, we regret that they were so sparing in marginalia. But the should hardly be considered as an excuse for the party owners of the present, with their taste for obliterating the marks of ownership on their books, and for the latter, lately done, his wife will be found to be a distinguished editor and commentator on the play. If Shakespeare had published plays, and a few of his books were discovered, how rich we should be! For there is, moreover, a sense in which the former are more interesting than the latter, which need no description.”

## CRICKET.

A cricket match will be played to-morrow (Saturday) between the H.K.C.C. and the 1st Shropshire Light Infantry. The following are the teams:—

H.K.C.C.—T. S. Smith, A. K. Taylor, J. A. Lawson, Sam. Kai, Beadle, W. M. Thompson, R. E. P. E. Moleworth, R. E. K. Mounsey, W. C. H. Woodcock, Captain, Thomas, D. A. G. Elliott, S. L. Darby.

1st S.L.I.—Lie.-Col. Robinson, Major, Captain, Major MacLaughlin, Major Lytle, Captain, W. M. Welman, Mr. Strick, Mr. MacKenzie, Mr. MacLean, Sgt.-Major, Little, Capt. Berg, Bland, Private Hooper.

By the courtesy of Col. Robinson and Officers of the Regiment, the band will play during the afternoon.

## THE SANITARY BOARD.

The fortnightly meeting of the Sanitary Board was held this afternoon, Hon. F. A. Cooper, Director of Public Works (Vice-President) presiding. There were also present: Dr. Ayres, Colonial Surgeon; Mr. Geo. Horrocks, Acting Captain Superintendent of Police; Hon. Dr. Ho Kai, Dr. Hartigan, Mr. J. Francis, Q.C., Mr. R. K. Leigh, and Mr. H. McCallum Secretary.

## INFERIOR STATISTICS.

Dr. Hartigan, in a long speech, moved that the Government be requested to take such measures as may be necessary to determine the form of “fever” prevalent in the Tung Wah Hospital with a view to their correct return in the “Mortality Statistics” and the eradication, if possible, of the cause giving rise to them.

Mr. Francis seconded.

Agreed.

## TAIPINGSHAN PLAGUE RELICS.

The Vice-President moved:—“That it is advisable to remove the debris now lying in the streets and lanes within the walled-in area of Taipingshan and that the Board is of opinion the best method to adopt is to burn it within the area.”

Mr. Leigh seconded.

Agreed.

## THE GOVERNMENT AND THE BOARD.

Mr. Leigh moved that the Board should approach the Government for a copy of the proposed new Public Health Ordinance before that Ordinance was considered by the Legislative Council.

Mr. Francis seconded.

Agreed.

## THE ASSISTANT SANITARY SURVEYOR AND PRIVATE PRACTICE.

Mr. E. A. Ham, who was appointed temporary Assistant Sanitary Surveyor, applied for permission to carry on private practice. It was agreed to inquire what time Mr. Ham would require for outside work, as his appointment was made on the plea that the special work of the Board was to be got through in the shortest possible time.

## VICE-PRESIDENT.

A letter was read from the Acting Colonial Secretary intimating the appointment of Mr. F. A. Cooper as Vice-President of the Board.

## INCREASE OF SALARY.

Inspector Germani applied for an increase of \$240 per annum to his present salary of \$1200 (with allowance). The Retirement Committee recommended an increase of only \$120.

Mr. Francis moved that the Board should strongly recommend the increase of \$120.

Mr. Hartigan seconded.

Agreed.

## DANGEROUS WALLS.

Dr. Hartigan reported on certain walls which, though their water did not, on analysis, show pollution, were likely to become dangerous to health from their proximity to cesspools.

He suggested they should either be closed, or the people warned against using them except for cleansing purposes, for which they were undoubtedly useful and suitable.

The Secretary also recommended that a notice should be put up informing people that the water was not safe for potato purposes.

Mr. J. J. Francis—I do not think these walls can be closed under the Ordinance on these reports of Dr. Hartigan and Mr. McCallum. There must be an existing nuisance, not a something which some time or other under some circumstances may become a nuisance. With proper precautions taken (see Mr. Leigh's report) it will be better to remove the drains than to close the walls.

Mr. R. K. Leigh—Only those used for trade purposes should be allowed to remain.

The Director of Public Works—If I understand Dr. Hartigan rightly the walls are undoubtedly contaminated with sewage.

Their fitness for cleansing purposes, therefore, I think requires some explanation.

There can be no question, I imagine, that the use of sewage contaminated waters is dangerous to health. I therefore recommend that the walls be closed.

A long discussion followed. It was ultimately agreed by the casting vote of the Vice-President to call upon the owners of the walls, where they were used for other than trade purposes, to fill them up. The vote was—For closing—Mr. Cooper, Dr. Ayres, Dr. Hartigan; against—Mr. Francis, Mr. Horrocks, Mr. Leigh, Dr. Ho Kai did not vote.

## THE CLOSING OF WALLS.

Mr. F. H. May wrote as follows to Mr. Francis:

“Hongkong, 26th Nov.

“Sir,—You will recollect that the attention of the Permanent Committee was attracted during the plough to the existence of wells within houses which, being quite unprotected from contamination, it was saliently must be abstained from for drinking purposes. It was decided to fill up the wells.

“Dr. Hartigan, I believe, made a speech on the wells over 100 feet on the list.

“There were over 100 wells on the list. Mr. H. K. Leigh, a very good workman, carried out and made a nominal charge.

Forwarded for information to the Government.

## LAW OF WALLS.

Mr. H. K. Leigh and Mr. F. H. May forwarded a special report on the law of walls of houses throughout the Colony. The work was completed on June 18, and is now being satisfactorily completed under the superintendence of the Captain Superintendent of Police, to whom Mr. Leigh and Mr. Francis, the chief of the police, were discovered, how rich we should be! For there is, moreover, a sense in which the former are more interesting than the latter, which need no description.”

was too limited to deal with Aberdeen Street and Garden Road, which had not completed the city, and they suggested that should receive the earliest attention of the Superintendent.

Dr. Hartigan and Mr. R. K. Leigh recommended the completion of the work and a strict supervision in future.

Forwarded for information to the Government.

## MORTALITY STATISTICS.

The Secretary reported that the death-rate for the week ended November 24 was 19.6 per 1000 per annum as compared with 21.8 in the corresponding week last year.

Mr. J. J. Francis—I am told that there are several cases of typhoid in the Colony.

A circular to the medical practitioners ought to be useful.

For the week ended Dec. 1, the death-rate was 16.4 as compared with 20.2 in the same week last year.

## THE TUNG WAH HOSPITAL.

In answer to a letter from the Secretary, Dr. W. F. C. Lawson wrote on the 27th Nov.:

“I do not remember the particular cases referred to. However, it is generally stated in the visiting book for the Hospital, whether dropsy is the result of heart disease, Bright's disease, beri-beri, anaemia, or any other cause. As regards the fever subject it will be found, by reference to and visiting book that I have not diagnosed any one case as Simple Continued fever. It is impossible for me to diagnose the varieties of malarial and simple fevers as no records are kept of temperatures, dieting or medicines given.

Dr. Ayres—Special care has been taken by Dr. Lawson to see that none of these cases showed a typhoid or plague-type of fever.

Mr. Hartigan—Who supplies the returns, which are apparently not records of the physician's practice?

Mr. J. J. Francis—As far as I know, there are no records kept, so that he cannot diagnosis between simple continued and malarial fever, how can we say that?

It was agreed to ask the Government for the information mentioned in Dr. Lawson's report.

## THE MARINE COURT OF INQUIRY.

## THE ACCIDENT TO THE “ZAFIRO”.

A Marine Court of Inquiry was held at the Harbour Master's Office this morning to inquire into the circumstances under which the steamer *Zafiro* touched a rock of North Point on the 14th November last, when leaving Hongkong for Amoy and Manila.

The following composed the Court:—Commander R. Murray Rumsey, R.N., retired, Stipendiary Magistrate, Staff-Capt. A. W. Miller, R.N., H. M. Naval Yard; Capt. G. A. Morris, of the *Phra Chula Chom Kao*; Capt. G. A. Lee, of the *Empress of Japan*; and Capt. R. Innes, of the *China*.

Capt. A. W. R. Cobban stated—I left the bay at Hongkong on 14th November at 3.45 a.m. for Manila via Amoy. The ship was fully laden, and drew 13.9 forward and 14.3 aft. There was a full complement of officers and crew. When we got clear of the shipping and were steering our usual course, we had to avoid collision with a junk, and in consequence we took the starboard half past North Point.

We stopped and anchored for twenty minutes. We found no water, so I proceeded on the voyage. The impact was not felt much. I did not consider that the grounding was serious. We proceeded to Amoy, and found that she made no water until we were nine hours out. We arrived at Amoy on the 16th November at 2.30 a.m. We had advice from Hongkong, after I had reported the occurrence, to dock at Amoy for inspection. The cargo for Amoy was discharged, and the ship docked. After survey it was recommended to send the ship to Hongkong. No Manila cargo was discharged except the perishable cargo. We returned to Hongkong, discharged the cargo into the *Esmeralda*, and then went into dock. None of the cargo was damaged. The ship had made no water at all coming down from Amoy.

By the time we passed North Point what course were you steering?—About due east. I remember looking at the compass. There were several junks to the north. All put about except one. I blew the whistle several times. The junk people took no notice. I passed about 100 paces, just for an instant, past the wharf, and put the helm hard starboard. The vessel had swung round three full points on a starboard helm when she touched.

The Captain also recommended that a notice should be put up informing people that the water was not safe for potato purposes.

Mr. J. J. Francis—I do not think these walls can be closed under the Ordinance on these reports of Dr. Hartigan and Mr. McCallum.

There must be an existing nuisance, not a something which some time or other under some circumstances may become a nuisance. With proper precautions taken (see Mr. Leigh's report) it will be better to remove the drains than to close the walls.

By the land. We usually give North Point about a quarter of a mile out; I did so on this occasion.

About the time you passed North Point what course were you steering?—About due east. I remember looking at the compass. There were several junks to the north. All put about except one. I blew the whistle several times. The junk people took no notice. I passed about 100 paces, just for an instant, past the wharf, and put the helm hard starboard. The vessel had swung round three full points on a starboard helm when she touched.

What made you starboard her so suddenly?—I thought I was coming too near to the land although I was keeping my eye on the marks along the land. I know it is not safe to go inside the two posts on North Point and the other below Mount Bremer. We were not taking any soundings. It is not usual to do so.

When the ship touched did you take any bearings to ascertain your position?—Yes. I have since laid off the position on the chart. It gave plenty of water inside that bearing and deep water outside. There was a distance of over 200 yards from the shore.

What was the damage to the ship's bottom?—The damage was described as follows:—The starboard bilge was about 10 feet, the port about 8 feet. The forecastle was a good deal up, and the keel.

It is a steel ship. This showed a good deal of water inside, and the bilge was quite full. The water was about 10 feet deep in the port bilge, and about 8 feet in the starboard bilge.

How did you pass that junk eventually?—She went up in the wind as we starboarded, and we went to the windward of her.

What made you starboard her so suddenly?—I thought I was coming too near to the land although I was keeping my eye on the marks along the land. I know it is not safe to go inside the two posts on North Point and the other below Mount Bremer. We were not taking any soundings.

What was the damage to the ship's bottom?—The damage was described as follows:—The starboard bilge was about 10 feet, the port about 8 feet. The forecastle was a good deal up, and the keel.

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How did you pass that junk eventually?—She went up in the wind as we starboarded, and we went to the windward of her.

What was the damage to the ship's bottom?

## Intimations.

## Intimations.

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## THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of "Notes and Queries on China and Japan," has reached its Twenty-first Volume. The Review discusses those topics which are uppermost in the minds of students of the Far East and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Technology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., on China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Description of the Far East by well-known writers. It is thought that by extending the scope of the Review in this direction, the Magazine would become more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China etc., and to give critiques embodying sketches of the Most recent works on such topics. Authors and Publishers are requested to forward works to "Editor, China Review," care of China Mail Office.

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consulars, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is considered. Amongst the regular contributors are Dr. Chalmers, Dr. Elliot, Brewster, and Birth, Professor Legge, and Major Watson; Writers, Scott, Phillips, Macleod, Groot, Jameson, Faber, Kosch, Parker, Poynter, Giles, Piton, and Taylor, all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at \$5.50 per annum, postage included in the ad-

dress.

Orders for binding volumes will be promptly attended to; Address, "Editor, China Mail Office."

## OFFICES OF THE PRESS.

All our learned societies should subscribe to this scholarly and enterprising Review.—Northern China Advocate (U.S.).

The China Review has an excellent table of contents.—Celestial Empire.

The Publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourable if not advantageous comparison, with preceding numbers.—Celestial Empire.

This number contains several articles of interest and value.—North China Herald.

The China Review for September/October fully maintains the high standard of excellence which characterizes that publication, and altogether forms a very interesting and readable number.

Geologists will find an interesting and valuable contribution by Dr. Parker,

"The Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial British Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa" by Mr. G. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classics of Nan-hua," and the Notes and Queries are very interesting.—North China Daily News.

A substantial and reliable Review which all students of China and the Chinese would do well to patronize.—Chrysanthemum.

The November/December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. Mr. E. H. Parker's "Short Journeys in Szechuan" are continued, and a goodly instalment of these travels in the interior of China is given. Mr. F. H. Balfour contributes a paper of some length entitled "The Emperor Chong, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books, and a number of Notes and Queries, of which "On Valentine's Day in Western Burma" and "Fairs" are appropriately have been placed under a separate heading, complete the number.—H. K. Daily Press.

Editor's Note.—Recent contains the following notice of the China Review.—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publication as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular service, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now academically cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors.

Home translations from Chinese novels and plays are marked by both accuracy and freedom of style; and an account of the character of the Chinese novel of the several centuries, by Mr. E. H. Parker.

Not only is the number of books, but also the character of the literary pieces, of great interest to new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail. We are glad to notice that "Notes" and "Querries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance.

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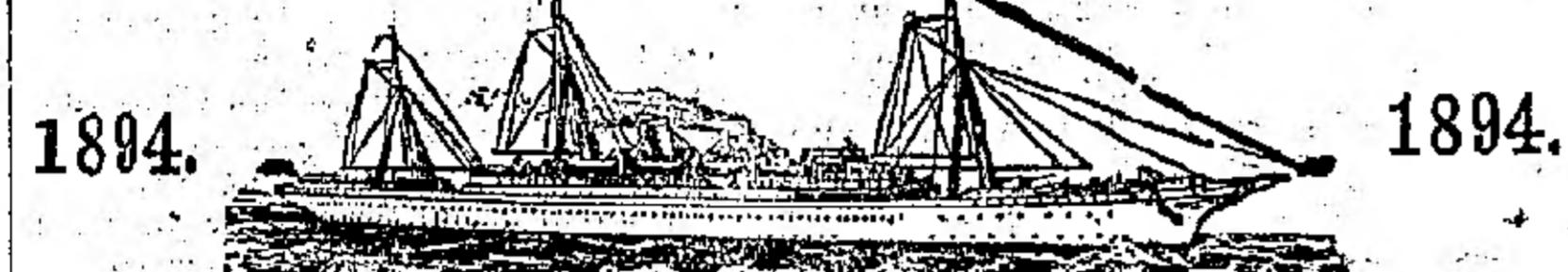
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Stocks.	No. of Shares.	Value.	1st Qu.	2nd Qu.	3rd Qu.	4th Qu.
<b>SHAN.</b>						
Hongkong and Shanghai Bank, Ltd.	30,000	\$ 125	all	101 1/2 % prem.	buyers	
New Astro.	1,000	\$ 125	all	101 1/2 % prem.	buyers	
Bank of China, Japan and Straits.	39,875	\$ 10 1/2	1 1/2 to nom.			
Id.	1,200	\$ 125	1 1/2			
National Bank of China, Limited...	...	\$ 10 1/2	8 1/2 to 9 1/2	sellers		
<b>MARINE INSURANCE.</b>						
Canton Insurance Office, Ltd.	10,000	\$ 250	50	142		
China Traders' Insurance Co., Ltd.	34,000	\$ 23,333	25	260	sellers	
North-China Insurance Co., Ltd.	5,000	\$ 200	6	190	buyers	
Straits Insurance Co., Ltd.	30,000	\$ 10 1/2	20	162	sellers	
Union Insurance Society Co., Ltd.	10,000	\$ 25	2	124	sellers	
Yangtze Insurance Association, Ltd.	8,000	\$ 6	1	57	sellers	
<b>TIME INSURANCES.</b>						
China Fire Insurance Co., Ltd.	30,000	\$ 10	8	72	sellers	
Hongkong Fire Insurance Co., Ltd.	8,000	\$ 25	5	176	sellers	
<b>DOCS.</b>						
Hongkong & Whampoa Dock Co., Ltd.	12,500	\$ 125	all	78 % prem.		
<b>ASYMBOATS.</b>						
China and Manilla S. Co., Ltd.	5,000	\$ 50	all	65	sellers	
Douglas Shipyard Co., Limited...	20,000	\$ 50	44	48	sellers	
HK. G. and M. Steamboat Co., Ltd.	80,000	\$ 20	24	143	sellers	
Indo-China S. Co. Company, Limited...	80,000	\$ 10	30	30	sellers	
Steam Launch Company, Limited...	2,000	\$ 50	5	30		
China Mutual S. Co. No. 0.	20,000	\$ 10	10	10		
<b>REFINERS.</b>						
China Sugar Company, Limited...	15,000	\$ 100	all	145	sellers	
Luau Sugar Company, Limited...	7,000	\$ 10	all	148	sellers	
<b>WHARVES.</b>						
H. K. & K. Wharf & Godown Co., Ltd.	20,000	\$ 50	all	366		
Wanchai Warehouse and Storage Company, Limited...	2,600	\$ 100	37	340	sellers	
<b>LAND AND BUILDING.</b>						
Hongkong Land Investment and Agency Company, Limited...	50,000	\$ 100	50	533	sellers and buyers	
Kowloon Land and Building Company, Limited...	6,000	\$ 50	3	310	sellers	
Humphreys' Estate and Finance Co., Ltd.	1,900	\$ 10	all	2104		
Wet Point Building Co., Limited...	12,500	\$ 50	40	416	sellers	
<b>MANUFACTURES.</b>						
HK. Eight-Level Tannery Co., Ltd.	1,200	\$ 100	all	370		
Jeju Mining & Trading Co., Ltd.	45,000	\$ 5	all	44,50	sellers	
Pujiun Mining Co., Ltd.	80,000	\$ 4	34	551	buyers	
Southern France des Charbonnages de Tonkin...	8,000	Fr. 500	Fr. 95			
New Balmoral Gold Mining Co., Ltd.	15,000	\$ 10	all	\$ 170	sales and buyers	
Bank Asti. Gold Mining Co., Ltd.	20,000	\$ 2	1	13/10	sales and buyers	
Societe Francaise des Houillères de Tourane...	8,000	Fr. 500	Fr. 95			
<b>PLANTING, ETC.</b>						
China-Borneo Company, Ltd.	7,50	\$ 10	6	61	nom.	
H. D. Brown & Co., Limited...	6,000	\$ 50	50	52	sellers	
Hongkong Hotel Company, Ltd.	6,000	\$ 50	50	53	sellers	
<b>DEFENSARIES.</b>						
A. S. Watson & Co., Limited...	60,000	\$ 10	all	110		
Dakin's Ordnance & Co., Ltd.	50,000	\$ 5	all	51		
<b>LISTING.</b>						
H. H. and Chas. G. Co., Limited...	7,030	\$ 10	all			